

217/782-6760

Refer to: Will County - Joliet/Carlstrom (Lockport Trucking)  
Permit No. 1973-1; Supplemental Permit No. 73-1092

June 16, 1978

Mr. Jack Carlstrom  
d/b/a Lockport Trucking  
1530 North Broadway  
Joliet, Illinois 60435

Gentlemen:

Supplemental permit is hereby granted to Jack Carlstrom d/b/a Lockport Trucking to modify development of the subject solid waste disposal site, all in accordance with the application and plans prepared by James Douglas Andrews, P.E., dated March 10, 1978 and received by the Agency on April 10, 1978. Development of the subject site is being modified by redirecting site surface drainage, the installation of gas vents and changing the direction of fill progression from north-south to west-east. This supplemental permit is further subject to the following special conditions:

1. The request to use highway shoulder repair material consisting of soil, asphalt paving and gravel for daily and intermediate cover is not acceptable. Impermeable soil types should be used, as originally permitted by Permit No. 1973-1, dated January 9, 1973.

Except as modified in the above documents, the site shall be developed in accordance with the terms and conditions of Permit No. 1973-1, dated January 9, 1973.

Very truly yours,

*Thomas E. Cavanagh Jr.*

Thomas E. Cavanagh, Jr., Manager  
Land Permit Section  
Division of Land/Noise Pollution Control

TEC:TBE:kh/3817A,2

cc: FOS - Northern Region  
James Douglas Andrews, P.E.

EPA Region 5 Records Ctr.



300646

logged 7B:



SOLID WASTE MANAGEMENT  
RESOURCE RECOVERY SYSTEMS

1320 S. Fifth Street  
Springfield, IL 62703  
Phone (217) 528-1545

JAMES DOUGLAS ANDREWS, P.E.  
ENVIRONMENTAL ENGINEERING

March 10, 1978

RECEIVED

APR 10 1978

E.P.A. - D.L.P.C.  
STATE OF ILLINOIS

Mr. Thomas E. Cavanagh, Jr.  
Illinois Environmental Protection Agency  
Division of Land/Noise Pollution Control  
Land Permit Section  
2200 Churchill Road  
Springfield, IL 62706

re: Will County  
Joliet/Lockport Trucking (Carlstrom)  
Permit No. 1973-1

Dear Mr. Cavanagh:

On behalf of our client, Lockport Trucking Company, request is herein made for Supplemental Permit to allow modifications of the development and operation of the above referenced facility. A narrative description of the proposed alterations, accompanied by a revised site plan, is enclosed.

Should you have any questions or comments during the review process, please contact us directly.

Thank you for your consideration.

Sincerely,

JAMES DOUGLAS ANDREWS, P.E.  
Environmental Engineer

JDA/rdk

DLB

Enclosure

cc: Lockport Trucking  
Joe Petrilli

Will Co - Joliet / Lockport Trucking

## Proposed Design Changes

- OK 1. Surface water flow across site is to be directed by a single drainage channel on north and east site walls.  
slowly  
4.5 ft/sec  
111 cfs estimated discharge from 4 highway drainage pipes. actual?  
 $60 + 22 + 7 + 25 = 114$  cfs original est.
- OK 2. Remove  $\sim 18,000$  ft<sup>2</sup> of landfill interior surface from wall? - to minimize potential for lateral loads movement?
- NO 3. Use 50% soil, 25% asphalt paving and 25% gravel (highway shoulder repair material) for daily and intermediate cover.
- OK 4. Install gas vents
- OK 5. Change direction of fill progression to west - east from \_\_\_\_\_

WILL COUNTY  
JOLIET/LOCKPORT TRUCKING  
PERMIT NO. 1973-1

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STATE OF ILLINOIS

BACKGROUND

The Lockport Trucking Company landfill site consists of a 9.2 acre portion of a depleted limestone quarry. The site has been used for some twenty years for various types of refuse disposal. I.E.P.A. Permit No. 1973-1 was issued January 17, 1973 to allow operation of the site for disposal of waste automobile insulation and amberlite (both are asphaltic based materials) generated by GAF Corporation, Joliet. Subsequently, the following Supplemental Permits have been issued:

Supplemental Permit No. 73-6 (2/8/73) -- Permission to accept 20 tons per week of FCC Catalyst Fines (sand with aluminum oxide) and 60 tons per week of lime sludge. The fines and sludge are to be mixed with an equal part of soil, with the resultant mixture to be used as daily cover. When the lime sludge is not available for mixing, the fines are to be directly landfilled.

Supplemental Permit No. 74-70 (5/20/74) -- Permission to accept for disposal 50 cubic yards per day of dried gypsum sludge from Caterpillar Tractor Company. Also, permission to use asphalt strips from GAF for haul road construction.

Supplemental Permit No. 75-4 (1/8/75) -- Permission to delay daily spreading and compacting until six (6) truckloads of refuse have been received. Also, permission to accept and store up to 40 cubic yards of fly ash from Caterpillar Tractor Company for winter road use.

The landfill site has been operated as an area fill with the currently permitted plan calling for continued area filling, with fill progression from east to west, to the final grades shown on the plans. The fill is currently at approximate elevation 555-560 with remaining site life estimated in the range of three years. Operational problems have been in evidence during the past year, with the majority of these problems being related to the maintenance of intermediate cover. This cover maintenance problem is primarily caused by erosion from the considerable volume of surface water that flows across the cover. This surface water is discharged onto the site from the highway drainage system located north of the site and has become a problem since the fill progressed above grade such that surface water must flow across the entire site. Currently permitted site plans call for the continued channeling of this surface water across the completed fill.

#### PROPOSED DESIGN CHANGES

In order to minimize the flow of surface water across the fill during operation as well as after site closure, a revised system of management of water discharged from the highway system is proposed.

Rather than landfill against the quarry walls and construct the two drainage channels through the fill as currently designed, all water generated by the highway system will travel in a common drainage channel located along the north and east site walls. During the original permitting process, it was calculated that the maximum combined discharge from all four highway drainage pipes is 111 CFS; the revised drainage system as presented herein will handle the maximum discharge at a flow depth of less than fifteen inches, with a rate of flow less than 4.5 feet per second. A benefit of this revised system will be realized in removing approximately 18,000 square feet of landfill interior surface from the dolomite wall, thus minimizing the potential for lateral movement of contaminants from the site.

In order to make more expeditious repairs to previously damaged intermediate and daily cover, and in order to conserve clay soil for use in the final cover, the intermittent use for intermediate and daily cover of a material generated by interstate highway shoulder repair is proposed. This material consists of approximately 50% soil, 25% asphalt paving and 25% gravel, and is available to the site on a regular basis in volumes sufficient to satisfy approximately one-half of the site's intermediate and daily cover needs. While this material is not as impervious as natural soil, it does compact into a mass that apparently satisfies the requirements of Rule 104 (d) of the Solid Waste Rules and Regulations.

WILL COUNTY  
JOLIET/LOCKPORT TRUCKING  
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In addition to the above described modifications, two additional changes are included. Gas vents are scheduled to be installed in the completed site in order to prevent any lateral gas migration into the dolomite located adjacent to portions of the fill. The previously permitted plan did not include any means of gas control. Also, the direction of fill progression has been changed to a west to east cell progression in order to allow a more efficient and orderly operation in the final lifts of the landfill.

A revised site plan indicating the alterations presented herein is attached.